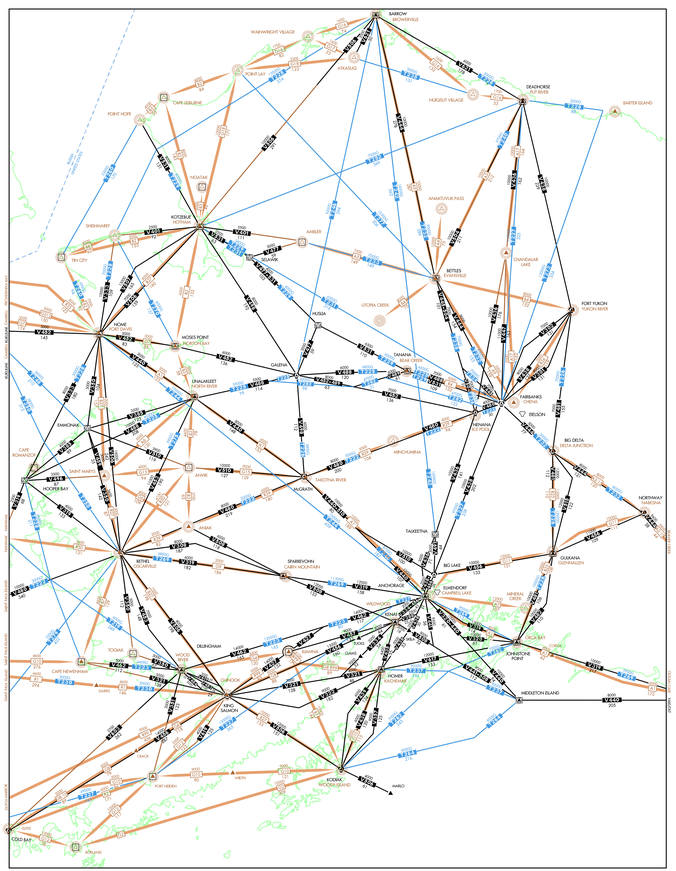





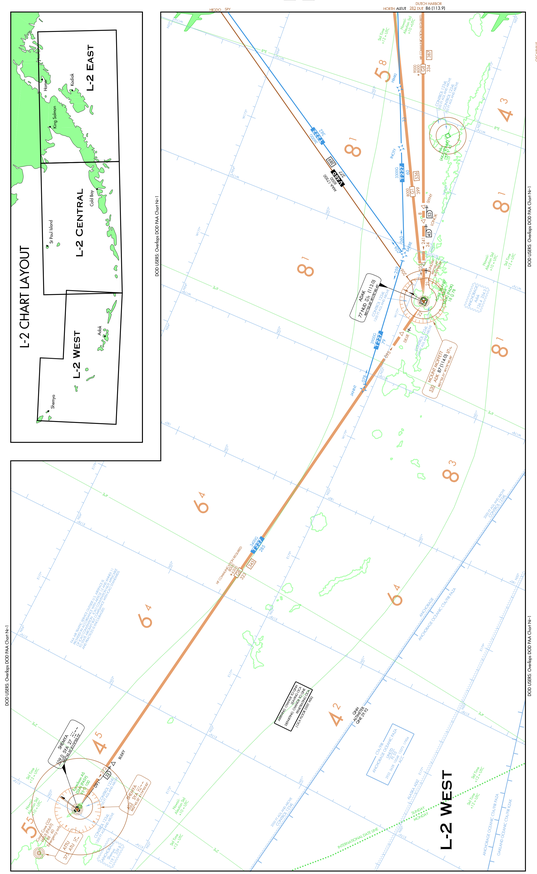


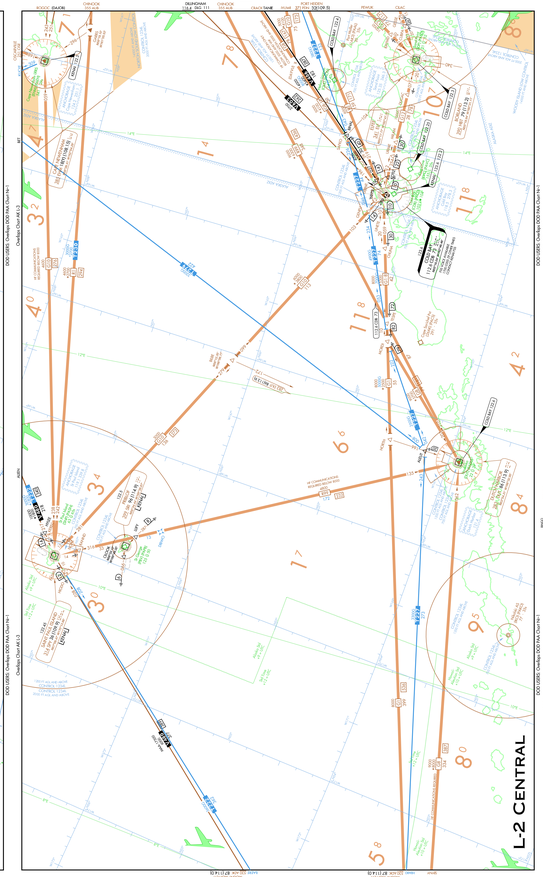


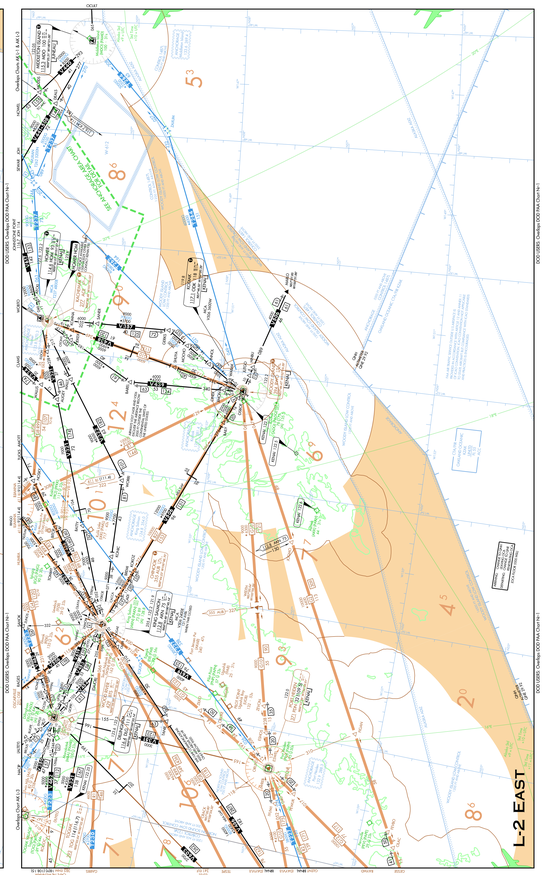




EFFECTIVE: 29 AUG 2019 TO 23 SEP 2019

L-2
PANELS
FIGURE
1°x2N NM

L-1
PANELS
FIGURE
1°x2N NM

# UNITED STATES GOVERNMENT FLIGHT INFORMATION PUBLICATION

# IFR ENROUTE LOW ALTITUDE - ALASKA

For use up to but not including 18,000' MSL
HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

## L E G E N D

AIRPORTS

Facilities in BLUE or GREEN have an approved instrument Approach Procedure and/or RADAR. Military published as either Blue Tint or Green Tint. Facilities in BROWN are not RADAR or Approach Procedure facilities. Facilities in BLACK are not published as Blue or Green Tint. Facilities in BROWN do not have a published Instrument Approach Procedure or RADAR.

1. A solid line box enclosing the airport name indicates that a Special Use Requirement Advisory Supplement
2. THIS SHAPE around the airport name indicates Class C or Class D Airspace
3. A dashed line box enclosing the airport name indicates Class C or Class D Airspace

LAND
- Civil
- Civil - Military
- Military
- Heliport

SEA
- Civil

Airport Manager
ICAO Location Indicator
Airport Elevation
Airport Beacon
Automatic Terminal Information Service
Lighting Capability
- Lighting available for pilot controlled lighting
- No pilot controlled lighting available
- Part-time or on request

A/FD = Private use
Limited facilities for public departure are shown without prefacing the airport name. If airport name and city name are the same, the city name is omitted. City names for military and private airports are shown only when necessary to avoid confusion. Unless otherwise noted, private airports may be used only in an emergency.

Airport Name is established by NOTAM. See Airport/Facility Directory for specific information.

Longest runway length in hundreds of feet. Exact length of the landing area is published in the Airport/Facility Directory.

Runway Surface Type
- Hard surface runway
- Soft surface runway
- Unknown surface type

Runway Lighting
- Runway lights available
- Runway lights available, but pilot controlled lighting not available
- Unknown if runway lights available

Runway Length
- Runway length 8,000 feet or more
- Runway length 5,000 to 7,999 feet
- Runway length 4,000 to 4,999 feet
- Runway length 3,000 to 3,999 feet
- Runway length 2,000 to 2,999 feet
- Runway length 1,000 to 1,999 feet
- Runway length less than 1,000 feet

Runway Edge Intensity
- High intensity runway lights
- Medium intensity runway lights
- Low intensity runway lights

Runway Identification Lights (REIL)
- Runway has REIL

Runway Visual Range (RVR)
- Runway has RVR

Runway Markings
- Precision runway markings
- Runway has centerline markings, but not precision markings
- Runway has only basic markings

Runway Lighting
- Runway has edge lights

Runway Closed
- Runway closed

Displaced Threshold
- Displaced threshold

Touchdown Zone Lighting
- Runway has touchdown zone lighting

Runway Gradient
- Runway has 3% or greater gradient

Runway Arresting Gear
- Runway has arresting gear

Runway Traffic Control
- Runway has operating control tower

Aviation Fuel
- Aviation gasoline (grade 100LL)
- Jet A fuel
- Aviation gasoline (grade 100LL) and Jet A fuel

Oxygen
- High pressure oxygen
- Low pressure oxygen
- High and low pressure oxygen

Airframe Repairs
- Major airframe repairs
- Minor airframe repairs

Engine Repairs
- Major engine repairs
- Minor engine repairs

Propellers
- Propeller repairs

Airframe Accessories
- Major airframe accessories
- Minor airframe accessories

Landing Fee
- Landing fee

Camping
- Camping

Restaurant
- Restaurant

Lodging
- Lodging

Transportation
- Transportation

Other Services
- Other services

## NAVAIDS AND COMMUNICATION BOXES

NAVAIDS

VHF/UHF COMPASS ROSES (if VHF Data is depicted in BLACK)
(if VHF Data is depicted in BROWN)

COMPASS ROSES
Oriented to magnetic north. Outer ring of VHF/UHF roses is oriented to the charted magnetic north.
Smaller rose only used in congested areas.

VOR VOR/DME TACAN VORTAC

VOR Non-directional Radiobeacon
Radiobeacon with same name
Magnetic north indicator

LFR Non-directional Radiobeacon

NDB Non-directional Radiobeacon/Data Link

Compass Locator Beacon

Flight Service Station (FSS) Remote Communications Outlet (RCO) or Remote Transmitter/Receiver (RTR) (VOR/VORTAC not associated with a charted NAVAID) or airport

83 Localizer Course with additional navigation functions

COMMUNICATION BOXES

NAME (if)
000.0 IDT 000° R°
ARTCC/FSS FREQUENCY
Name of ARTCC or FSS providing primary service to the NAVAID
Flight Service Station (FSS) name and identifier (if not identified with NAVAID)
Frequency in MHz
Radio Call
Hours of operation

NAME (if)
000.0 IDT 000° R°
ARTCC/FSS FREQUENCY

Name (if)
Frequency in MHz
Radio Call

Name (if)
Frequency in MHz
Radio Call

Remote Communications Outlet (RCO). FSS radio frequency assigned to the remote site.

SHADOW BOXES indicate Flight Service Station (FSS) name, radio call, and emergency (121.5 and 243.0) frequencies (121.5, 123.1 and 243.0 are normally guarded by FSS). Normal operating hours of FSS are shown unless H24 (continuous service). See Airport/Facility Directory for specific services, see A/FD. Transcribed broadcast weather service is offered by FSS if "B" is present.

VOR, VOR/DME, VORTAC, TACAN, VOR-DME

VOR with TACAN compatible DME

Unreliable indication. No Voice transmitted on VOR. Voice may be transmitted without navaid but not undistorted.

Crosshatch indicates Shutdown status

(D) Frequency protection usable range at 12,000' AGL - 125NM

(T) TACAN must be placed in "Y" mode to receive distance information.

NAME
000 IDT 119.0 (D)
ARTCC/FSS FREQUENCY
Name of ARTCC or FSS providing primary service to the NAVAID
VHF Frequency of parentheses

Automated Weather Broadcast System

AWOS-A/WOS Hourly

Automated weather, when available, is broadcast on the associated NAVAID.

Transmit AWOS 120.1 Direct dial-up AWOS/ASOS/WSOS

Part-time service

NAME
000 IDT 000.0 (D)
ARTCC/FSS FREQUENCY

VHF Non-directional Radiobeacon (TAC) VHF Freq paired with TACAN Channel

TACAN FIX DATA

Bearing — Distance from TACAN

Bearing — Distance from TACAN

## AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION

ROUTE DATA

VHF/UHF Data is depicted in BLACK
(if VHF Data is depicted in BROWN
Short Data is depicted in BLUE

VOR Airways

Unusable VOR Airways

Oceanic Route

ATS Route

Low Altitude RNAV Route (T-route) - Data required

Substitute Route (No Tracking Required) By Aircraft Not Having Suffix Letter for Specific Navigation

Unusable Route or Route Segment

Preferred Single Direction Route

Direction of Flight

Radial is inbound from a VHF/UHF NAVAID

Radial is outbound from a VHF/UHF NAVAID

Bearing inbound to a VHF/UHF NAVAID

Magnetic Reference Bearing, outbound from a VHF/UHF NAVAID or Fix

Grid Mileage between VHF/UHF NAVAIDs and/or Fixes

Mileage between offset VHF/UHF NAVAIDs or Mileage Breakdown

REPORTING REQUIREMENTS

No Compulsory and Non-Compulsory Position Report

RNAV Waypoint Compulsory and Non-Compulsory Position Report

Denotes DME Fix (Distance zero on map)

Denotes DME Fix and Mileage

Mileage Breakdown at Compass Locator (LOM)

Compulsory Control Area (CTA)

Additional Control Area (CTA)

EXAMPLE OF GROUPING

Magnetic Reference Bearing, outbound from a VHF/UHF NAVAID

Reporting Point - Compulsory and Non-Compulsory

Grid Mileage between VHF/UHF NAVAIDs and/or Fixes

Airway Restriction - See applicable Restriction & Remarks

Airway Restriction - See applicable Restriction & Remarks

MEA is established on airway segment to ensure NAVAID signal coverage.

BOUNDARIES

Air Route Traffic Control Center (ARTCC)

ARTCC Remote Site (Communications Facility)

Flight Information Region (FIR)

Area of Area Traffic Service

Call to Pilots

Air Defense Identification Zone (ADIZ)

Off Route Obstruction Clearance Altitude (OROCA)

Example - 12,500 feet

International Boundary

Limit of Radar Coverage

US Route Number Boundary

Area of Enlargement (portion only also by enough flights) - See Area Charts for complete data

Offshore Area Zone

International Date Line

AIRSPACE INFORMATION

Class Airspace

Class C Airspace

Class D Airspace

Class E Airspace - See FAR 71.71

SPECIAL USE AIRSPACE

- P - Prohibited Area
- R - Restricted Area
- W - Warning Area
- A - Alert Area
- MOA - Military Operations Area
- NSA - National Security Area

- ATCAA - Military Activity Above 18,000 MSL
- IR - IFR Military Training Route
- VR - VFR Military Training Route

Low altitude jet/turboprop operations at speeds of 250 knots or greater

See Airspace Subdivision for complete information

Alert Area

MILITARY TRAINING ROUTES (MTRs)

MTRs 1,749 or less both sides of centerline

MTRs greater than 1,749 either or both sides of centerline

Arrow indicates direction of route

See MTR tables for altitude and type information. IR and VR MTRs are closed except as activated. See A/FD for details. CAUTION: Small MTR routes may not be depicted.

CRUISING ALTITUDES - U.S.

All units conversion is given in magnetic north

Odd Thousands (VFR or IFR) 000 VFR or IFR Thousands 000 VFR or IFR Hundreds 000 IFR Only

Even Thousands (IFR Only) 000

VFR above 3000 AGL unless otherwise authorized by ATC

IFR Below 18,000 MSL

All courses are magnetic

MISCELLANEOUS

ALTIMETER - Altimeter setting change over point. Altimeter setting changes will be NOTAMed and broadcast except as noted. Pilots should set the new altimeter setting as they pass the changeover point.

All Altitudes are MSL except as noted.

Time Zone Boundaries - Time zone changes occur at 0000 local time.

Daylight Saving Time - Daylight Saving Time (DST) effective March 10 at 0200 local time to November 3 at 0200 local time. Exceptions: Hawaii, American Samoa and Arizona (except Navajo Nation).

Time Conversion - Coordinated Universal Time (UTC) is the new term for Greenwich Mean Time (GMT). Z is the UTC designator.

FOR ADDITIONAL SYMBOLS INFORMATION REFER TO THE CHART USER'S GUIDE

L-1
PANELS
FIGURE
1°x2N NM